

**THE UNITED ASBESTOS
ORIENTAL AGENCY.**
Sole Agents for the
**UNITED ASBESTOS COM-
PANY, LTD. LONDON.**
DODWELL & Co., LIMITED.
General Agents.

NEW SERIES No. 1125. 日一廿月二十年四十二緒光 WEDNESDAY, FEBRUARY 1, 1899. 三拜禮 號一月二英港香 THIRTY DOLLARS PER ANNUM

Intimations

HONGKONG ICE COMPANY.

THE EIGHTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the OFFICES of the Company, Pedder Street, at **NOON**, on **WEDNESDAY, the 8th of February**, to receive a Statement of the Company's Accounts to the 31st December, 1898, and the Report of the General Managers.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 29th instant to the 8th February, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 23rd January, 1899. [1102]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

THE SECOND ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the **COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on FRIDAY, the 17th February, at NOON for the purpose** receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1898, declaring a Dividend and electing a Consulting Committee and Auditors.

The **TRANSFER BOOK** of the Company will be **CLOSED** from the 1st to 17th February, 1899, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 17th January, 1899. [88a]
HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the **ORDINARY HALF-YEARLY MEETING** of the **SHAREHOLDERS** in this Corporation will be held at the **CITY HALL, Hongkong**, on **SATURDAY**, the 18th day of **February** next, at **NOON**, for the purpose of receiving the Report of the Court of Directors together with a Statement of Account to 31st December, 1898.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 24th January, 1899. [1212--

HONGKONG AND SHANGHAI BANK-
ING CORPORATION

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 4th to the 18th day of February next, (both Days inclusive) during which Period NO

TRANSFER of Shares can be Registered.
By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 24th January, 1899. [122a

HONGKONG FIRE INSURANCE CO.,
LIMITED.
NOTICE TO SHAREHOLDERS.
held at the OFFICES of the Company,
Pedder's Street, on WEDNESDAY, the 1st

day of March, 1899, at 12 o'clock (NOON), to receive a Statement of Accounts to 31st December, 1898, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company,

will be CLOSED from the 15th February to the 1st March, both days inclusive.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 30th January, 1899. [146a

HONGKONG, CANTON AND MACAO.
STEAMBOAT CO., LIMITED.
NOTICE TO SHAREHOLDERS.
THE DIVIDEND, at the RATE of 8 per
Cent or \$1.20 per SHARE, Declared at
ORDINARY HALF-YEARLY MEET-

the ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS held this Day, will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after TUESDAY, the 31st January, 1899.
Shareholders are requested to apply to the

OFFICE of the Company for WARRANTS.
By Order of the Board of Directors.
T. ARNOLD,
Secretary.
Hongkong, 30th January, 1899. [145a]

Insurances.
NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.
 THE Undersigned AGENTS of the above

THE Undersigned ROYALTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.
Hongkong, 28th May, 1895. [18]

NOTICE.
THE MAN O'N INSURANCE COMPANY,
LIMITED.
CAPITAL SUBSCRIBED.....\$1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1894. [30]

**THE NORWICH UNION FIRE INSUR-
ANCE SOCIETY.**

FOUNDED 1797.

AMOUNT INSURED	2,330,000,000
LOSSES PAID.....	2,12,950,000
PREMIUM INCOME	2,887,000

THE Undersigned Agents for the above
Society are prepared to accept RISKS
against Fire at CURRENT RATES.
DAVID SASSOON, SONS & Co.
Hongkong, 6th January, 1899. [24a]

Notice of Firm.
NOTICE.
THE INTEREST AND RESPONSIBILITY OF THE FIRM.

[The L of MR. CHARLES J. HOLIDAY
 in our FIRM ceased from 31st December, 1898.
 Mr. ALEXANDER ROSS is admitted a
 partner from 1st January, 1899.
HOLIDAY, WISE & Co
 Hongkong, 28th January, 1899. [132a

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LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Sir J. W. Carrington, Kt., C.M.G., Chief Justice, and a special jury.)

February 1st.

A HOK v. E. R. BELLIOS.

In this case (adjourned from yesterday) A Hok, of 23, D'Aguiar Street, contractor, sought to recover from the Hon. E. R. Bellios the sum of \$11,200, being the balance of money due for work done and materials provided by the plaintiff on a building belonging to the defendant which is known as Beaconsfield, lately in the occupation of Messrs. Butterfield and Swire.

Mr. Pollock (Acting Attorney-General), instructed by Mr. H. L. Denys, appeared for the plaintiff, and Mr. Francis, Q. C. (instructed by Messrs. Wilkinson and Grist) for the defendant.

The following composed the special jury:—Messrs. R. Maaten (foreman), H. M. Mehta, J. S. Van Buren, Walter Poole, W. R. Loxley, W. Hutton Potts, and C. A. Tomes.

The cross-examination of Mr. Chatham, assistant Director of Public Works, by Mr. Francis was continued. Witness said it was in the forenoon when he and Mr. Bellios went through Beaconsfield on January 20th, 1898. As he arranged the top floor contained seven rooms. At the time of his visit two of these rooms were not finished and they did not look into them. The only reference to extra expenditure which he remembered was when Mr. Bellios remarked, on their going through Beaconsfield, that there would be a good deal more to pay, and he replied that he could not tell how much. He did not remember telling Mr. Bellios that there would be a considerable amount more to pay. He had no recollection of ever giving Mr. Bellios the vaguest intimation as to what the extra expense would be. It had never struck him as possible that Mr. Bellios would have refused to go on with the work if by the end of November he had found out that he was likely to be landed with a considerable expense. It was he who pointed out to Mr. Danby what alterations the Government required to be made. He read over the report subsequently sent in by Mr. Danby, which report dealt with all the alterations mentioned by him to Mr. Danby and estimated the cost at \$6,000.

The further hearing was adjourned.

JAPANESE OPINION OF LORD BERESFORD'S SPEECH.

The *Japan Times* says Lord Charles Beresford's speech at the banquet given in his honour by the Japan Oriental Association and the Tokio Chamber of Commerce, was eagerly and attentively listened to, with frequent cheers, by those acquainted with English, who formed a large proportion of the audience. The benefit of those not able to follow the speech in the original, the address was afterwards ably presented in Japanese by Mr. Ichihara of the Bank of Japan. At the conclusion of the speech Prince Konoye turned to Lord Charles Beresford and on behalf of all assembled expressed their sincere thanks for the great honour and benefit conferred upon them by his able and valuable speech, which had been warmly appreciated by all present and would be warmly appreciated by the public at large when they read it in the press. From what he had been able to gather from the instructive speech, he thought his Lordship had been most judiciously successful in his inquiries into the condition of things in the Far East. He hoped, all present hoped, most ardently that, on his Lordship's return to his great country, the valuable information he had been able to gather in his travels out in the East would bear fruit, and that the views with which he had favoured them would be carried out in practice. In conclusion he expressed the hope that the relations of the two nations, which had common interests and common duties, might become closer and firmer through the presentation of Lord Beresford's views to the enlightened public of Great Britain—views which were so fair, so just, and so conducive to the cause of peace and civilization. Lord Charles Beresford, in thanking Prince Konoye, remarked that he was glad to know from his address that his views were appreciated and shared by the audience, and assured his hearers that on his return home he would make it his duty to let his countrymen know the views and sentiments of the Japanese nation. At the instance of Prince Konoye, a *kaishi* (ten thousand years) was given by the assembly for the distinguished guest of the evening. It was after midnight when the meeting dispersed. Our Tokyo contemporary says, everybody was highly satisfied with the great success of the function and adds that it will be remembered for many years to come.

A DISASTROUS FIRE AT NAMBATA STATION ON THE NANKAI RAILWAY.

On the 31st ult. at about 3.30 a.m., a fire broke out in the goods shed at Nambata Station of the Nankai Railway, situated at Rokubancho, Nambata Shichu, Minami Ku, Osaka. The flames were not got under control until two goods sheds, an engine shed, passenger carriage shed, a newly built platform, two bean-wool presses, and 16 cars had been wholly or partially destroyed. The station is situated in a densely populated district and the tumult for a time was indescribable. The Meigetsuro, a large tea-house, one of the most noted restaurants in Osaka, was only separated from the shed where the fire originated by a very narrow road, and immediately behind the Meigetsuro is the Yemboyo, a theatre. If these large buildings had taken fire, it is more than probable that the flames would have spread to the overcrowded brothel quarters of Nambata, Shichu, which are not more than two minutes' walk from the station. Luckily there was no wind at the time, and the firemen succeeded in keeping the flames within the station compound.

The entire area of the buildings consumed comprised 539 *tyoku*, which means a loss of about 10,000 yen. The damage to the two engines was not very serious. The passenger and freight carriages too were only partially consumed. The goods lost consisted of about 40 *koku* of rice, 10 tons of cotton, 18 tons of oranges, etc., in all about 10,000 yen worth. The engines destroyed are said to belong to the Sanyo R.R. Co., while some of the passenger and freight cars belong to the Iga R.R. Co.

As regards the origin of the fire, nothing is known definitely. But one of the parties that have been examined by the Police authorities say that there is ground to believe that it originated in a fire made by some coolies near the goods shed. It is thought that some cinders may have got into the coals.

Mr. Matsumoto, Japanese President of the company, and Mr. Nakagawa, Missions, Manager, were present during the fire, and did much to restore order. Thanks to their efforts the third train of the day was able to start at about 7 a.m. The two earlier trains had to be withdrawn.—*Kobe Herald*.

LORD CHARLES BERESFORD AT YOKOHAMA.

Kobe, January 26th.

On Monday evening Lord Charles Beresford was the guest of the British community of Tokyo and Yokohama at a dinner at the Oriental Hotel. Mr. W. F. Mitchell (Messrs. Samuel Samuel & Co.) occupied the chair, and there was a large and representative gathering.

The Chairman, in proposing the health of "Our guest, Lord Charles Beresford," said that had his Lordship's visit been postponed for a few months he would have found the foreign community quietly settled down under Japanese jurisdiction. He said quietly, because he believed it was the desire of the Japanese Government that foreigners should be fairly and liberally dealt with—(hear, hear)—and he was sure that it was their wish that foreigners should feel as little as possible the loss of the laws and customs which they were used to. Referring to the progress in trade made by Japan, he said they could not overlook the fact that a great deal of this advancement was owing to foreign enterprise. Facilities for re-export were, however, unfortunately in a very primitive condition, and if Japan wished to maintain her trade she must pursue a liberal policy in this respect. For the development of the country, foreign capital was required, but he did not think it would be forthcoming until aliens were allowed the absolute right of ownership of land. (Applause.) The Chairman also referred to the methods which the Japanese Government contemplated for increasing taxes and raising money, which would not, at any rate, be placed upon capital as British merchants they were largely interested in the advancement of Japan, and would do all they could to contribute to her prosperity.

Lord Charles Beresford, in thanking the company for the kind way in which they had drunk his health, began by explaining the reasons that had brought him to the Far East. Turning to the question of the new Treaty, which I thought was so "conciliatory" and so fair with regard to the existing conditions in this country, I was delighted to hear you say that under this new Treaty, with regard to the industry especially, the British were going to enter into it with a sentiment, or wish, that it should go smoothly, and as far as they can, they will try to make it go smoothly. After all the British are celebrated for respecting law and order (hear, hear). In the remarks I ventured to make the other night, to which you call attention, I pointed out to one or two things which I knew my countrymen felt keenly here, and which I knew they felt keenly about at home. But I did it in terms which I hope every one of my fellow countrymen here, and more particularly the Japanese—because after all we are in a foreign country—that does not belong to us, remember—laughter—(hear, hear)—that we are seeing the respectful way that called attention to it, which after all is only due to a foreign country—is only due to those under whose rule we live here—that in the way I presented it, they would take the matter into consideration in future and see that something were done in the case of the law, something of a reciprocal nature certainly as far as the English and Americans go. I ventured to point out that, as they are the majority of the foreign community, possibly if there were such persons found that may have to go to prison—laughter—these persons will be in the majority so far as Americans and English are concerned—laughter—but I hoped and trusted further that the Japanese Government, if confined, be something similar to what they are in England and America, where we always hold that a man is innocent until he is proved guilty—(hear, hear)—and not that he is guilty until he is proved innocent.

And I also made, Sir, some remarks relative to the land, which I endeavoured to make in the same conciliatory tone, but as I have made those remarks it is no use repeating them, but what I am delighted to see is that you and this great assembly of my fellow countrymen approve of what I said in that speech generally—(Hear, hear, and applause.) That I need not say has given me the most intense satisfaction. In your remarks you made an observation as to Japan being the future distributing point of this great ocean. That I believe is as assured as anything can be assured in this world. And you made some remarks relative to capital and other points. But I would say with great respect, though I sympathize undoubtedly with your view, that this country cannot do everything at once. This country has gone forward by such leaps and bounds, that those points that you called attention to, will be looked into in the future, and if they are brought before the Japanese Government in the same manner that you spoke, and more in the nature of argument than in a dictatorial character, I am perfectly certain that all will be smooth and that things will go as you would wish them to go.

Lord Charles went on to refer to the necessity for closer sympathy between the naval and mercantile marine, and concluded his speech with an expression of his appreciation of the kindness and courtesy with which he had everywhere been received.

The healths of Governor Asada, and Mr. Oami Kakei, Chairman of the Japanese Chamber of Commerce, were also drunk. The latter in responding said that with reference to the new condition of things after July, when mixed residence, etc., would prevail the position of Japan would be that of an inexperienced bride receiving the bridegroom. Japan was anxious for the regard of Great Britain and only too conscious of its shortcomings. They hoped, therefore, that their faults would be condoned, and their inexperience borne with, and that Great Britain would continue to impart that of the hands of the Congregation of the Index, and in appointing a commission of cardinals to inquire into the question. The present letter to Cardinal Gibbons is believed to contain a guarded form of a warning to Liberal Catholics not to overstep the bounds of Roman Catholic dogma and discipline. Its publication is awaited with deep interest.—*Times*.

THE POPE AND THE AMERICAN CATHOLICS.

ROME, December 29th.

It is stated that the Pope has addressed to Cardinal Gibbons, Archbishop of Baltimore, a letter dealing with the development of American Catholicism, and in particular, with the doctrine enunciated in the biography of Father Hecker, founder of the Paulist order. The more strictly orthodox ecclesiastics in Rome have long deprecated the American tendency to apply democratic ideas to the administration of the Catholic Church, and to admit a certain degree of individual freedom of conscience. On this account a determined, and all but successful, attempt was made last summer by the Jesuits to place the life of Father Hecker upon the Index. The attempt was thwarted by the action of the Pope in taking the matter out of the hands of the Congregation of the Index, and in appointing a commission of cardinals to inquire into the question. The present letter to Cardinal Gibbons is believed to contain a guarded form of a warning to Liberal Catholics not to overstep the bounds of Roman Catholic dogma and discipline. Its publication is awaited with deep interest.—*Times*.

BRITISH TRADE IN 1898.

That during the past year the imports into Great Britain should have largely increased while the exports decreased in scarcely a satisfactory condition of her trade. Great Britain largely imports raw materials, such as cotton, hides, wool, skins, metals, timber, &c. and exports manufactured articles. For British industries to be in a flourishing state the exports should therefore increase in proportion to the increase in the imports. Of course, it is a satisfactory feature if the imports for home consumption increase as it indicates that the purchasing power is greater and that the people have, therefore, grown more prosperous, but a falling off in exports must mean that British trade is being supplanted in some of the markets of the world or that British industries are not prospering. The decrease in exports in 1898 may have been due to special causes which did not affect the general trade, such as the strike in the coal mines of South Wales, which largely reduced the exports of coal from Great Britain. Foreign journals write glibly of the desirability of our rivals combining to ruin British trade. They do not realise that foreign countries participate in the prosperity of British trade. There is scarcely a country whose productions are not exported to Great Britain which was not the richer for the large increase in the imports into the United Kingdom in 1898. With the ruin of British trade the destruction of the trade of not a few of our rivals would be accomplished. Year by year the commercial interdependence of nations is growing more and more apparent to them and this, if anything, may induce them to accept the peace proposals of the Tsar and beat their swords into ploughshares and their bayonets into pruning knives.

MANILA TOBACCO.

Tobacco is grown over Luzon and the neighbouring islands, but the very best comes from the two large provinces of Cagayan and Isabela in the extreme north-eastern part of the island. Here the land suitable for it is now all occupied. The cultivation of the plant requires little labour. The men of the household usually perform the tillage, and the women and children the rest of the work. Rather less than half of the crop is sent out in the leaf, and this goes largely to Spain and other European countries. The remainder is made up into cigars and cigarettes, two-thirds of which are consumed at home, and the remainder exported, chiefly to the neighbouring countries of continental Asia and Japan. In 1893, about 11,000 tons of leaf were exported and near 1,000,000 of cigars.

THE CARLISTS.

MADRID, December 28th.

The *Liberal* says that the Carlists, having failed to raise a loan abroad, are now trying to obtain one in Spain. The journal goes on to describe a number of Carlist agents who yesterday made endeavours to negotiate bonds of a loan to Don Carlos in Madrid.—*Reuter*.

ANGLO-GERMAN RELATIONS.

THEIR COMMERCIAL CONVENTION.

The commercial relations of the British Empire and Germany are at present regulated by a provisional arrangement pending the conclusion of a new commercial treaty. Imports from Germany into the British Empire are treated as if they were imports from all British colonies and possessions with the exception of Canada. Since last August, Canada has been excluded from the most-favoured-nation treatment. In Germany, it is felt that the great importance of German commercial relations with the British Empire render it very desirable that a definitive agreement in the form of a new treaty should be concluded as soon as possible. According to German statistics, the value of the goods imported by Germany from Great Britain and the British colonies in 1897 amounted to 995,000,000 marks. The value of German exports to Great Britain and her possessions amounted to 820,000,000 marks. The total amount of Anglo-German trade was, therefore, valued for 1897 at 1,815,000,000 marks, or about 22 per cent. of the whole foreign trade of Germany.

The *National Zeitung* says that the common interests of England and Germany lie, to no small extent in the sphere of commercial treaty. The great export interests of Germany coincide with those of England at two points—in China and in that portion of America which does not belong to the United States. The statistics of the imports of British India show the extent to which trade can be developed in an Asiatic country when it has been opened to civilization. The amount of these imports per head of the population is three or four times as great as the corresponding figures for the treaty ports of China. That Germany should play the part of a conquering power in China is, according to the National Liberal organ, out of the question. It is, therefore, imperatively incumbent upon the German Government to see that China does not become subject to other Powers which would desire to surround their acquisitions by a wall of prohibitive tariffs. The interests of English commerce are in this case identical with those of Germany. The open door and equal rights for all nations are, therefore the policy which German trade requires. It would be a matter for congratulation if the United States and Japan joined in exercising their influence with the same object.

DON CARLOS.

Venice, December 25th.

Don Carlos authorized us to deny the reports telegraphed from Rome to a London newspaper to the effect that he is in ill-health, that he contemplates abdicating in favour of Don Jaime, and that he has been refused an audience of the Pope. As a matter of fact, Don Carlos enjoys perfect health and may be seen walking with the Duchess of Madrid in Saint Mark's Square every afternoon. With regard to abdication, Don Carlos desires me to state that he is more resolved than ever to fulfil his role to the end, and it is not true that he has sought an audience of the Pope and that his Holiness has refused to grant him one; he asked nothing of the Vatican, and consequently, has received no refusal. Don Jaime is with his regiment at Warsaw.—*Times*, Cor.

PLAGUE.

CALCUTTA, January 10th; 10.8 a.m.

The following is the summary of plague for the past week—There was a rise in the mortality in Bombay City of 128 to 169 and a slight fall in the districts. Dhurwar showing the greatest fall. The Madras Presidency remained stationary and plague continues to decline in the City and Station of Bangalore, but the deaths in Mysore rose from 109 to 159 and in the State from 75 to 109. The epidemic continues prevalent in Lingaraj district, Hyderabad State and Wardha district. The Central Provinces remains unchanged.

HEAVY DAMAGES.

On the 20th instant, judgement was given in Singapore in a case in which the plaintiff claimed \$20,000 compensation for the drowning of Mr. and Mrs. Anderson in the capsizing of the *Sri Hong Ann* in June last, the contention being that the ship was unseaworthy through the fault of the owners. The Chief Justice in summing up said that the defendants or their servants had been guilty of a breach of statutory duties, a serious form of negligence, by carrying too many passengers on the awning deck. He therefore granted damages to the extent of \$15,000.

GERMANY AND THE "OPEN DOOR."

Lord Charles Beresford, in his address to the Tokyo Chamber of Commerce on the 20th inst. made some interesting remarks with reference to Germany's attitude on the "open door" question. He said: "There was a remark made to me that Germany had not quite agreed to this point, or rather her action would incline one to believe that she would wish to take territory. I rather demur to that. Germany may in the interests of her nation have thought it proper to have land in China, but she has most definitely declared to all nations that Kiao-chau shall be an open port, and that the territory she has in present shall be open to all nations. That is a definite and declared understanding of Germany between all the other nations. Therefore I cannot see that any objection should be made to Germany joining the other nations I have mentioned or rather which I shall mention now, viz., Great Britain, Japan, Germany, and America. The policy of the open door is not a selfish policy. It is a most unselfish policy, because it means a fair field and a level playing ground to all nations and that all nations should trade as they think fit without tariffs, in the great Empire of China."—*Kobe Chronicle*.

HOW DISASTER WAS ESCAPED AT OMDURMAN.

There is a very interesting article by Major-General Frederick Maurice, C.B., R.A., on Omdurman in the *Nineteenth Century*. He protests against the way in which the importance of the battle has been minimized. It was a notable victory, he declares—and proceeds to prove it.

I doubt if Henry the Fifth before Agincourt, during the famous night of vigil which Shakespeare has brought home to us, or Wellington just before Salamanca, when Marmont had outmarched and outflanked him, had more cause to be "deeply disgusted" than had Lord Kitchener on the night which preceded the battle of Omdurman. I believe that I know the views of not one only, but of all those who were in high responsibility that night, and though I am not aware that they have had on this subject any consultation with one another, I find them all agreed that, had the Dervishes attacked the camp during the hours of darkness, it was an unproven thing whether they would or would not have succeeded in forcing their way in. Had the enemy succeeded at any point in getting within the lines, all the chances were in favour of their complete triumph. They would almost certainly have driven the whole army into the river. They were at least two to one. At close quarters better fighting-men than these fanatics could not be. Our superior armament would have been almost useless. Firing in night-fighting is a very dangerous game. As know from practical experience, what happens when an enemy gets inside your formation. Friend kills friend, comradely orders are given, bugles are sounded, to everyone's confusion. All is dark and dust. The roar of animals and shrieks of dying and wounded, the clamour of natives and shrill yells of the enemy, curses and prayers, make a babel of confusion and horror. We were spared all this by the enemy waiting for the light. Why did they wait? First, because the Sirdar had arrived a week before his time; second, because he had given it out that he would himself attack during the night. The Sirdar was a week before his time in order that he might be before Omdurman at a time when it should be full moonlight. The Khalifa was successfully hoodwinked because, owing to the moonlight, the only time during which the Sirdar could be expected to attack was the dark interval before the dawn. The Khalifa waited through the night for this short period of darkness. On discovering at last that no attack was intended, he had lost his opportunity of taking the offensive before day broke. His famous onslaught on the Anglo-Egyptian forces was made, therefore, in the full light of the morning; and his army was delivered into the Sirdar's hands, to be ground with pitiless precision to pieces. As one of the leading actors in the great fray said to Major-General Maurice:—"So long as the enemy came on in daylight I had no fear. But my conviction till I die will be, that if he had attacked us in the dark before dawn with the same bravery with which he attacked us next day by daylight, we should have been pierced, divided, broken, and rolled into the river."

But instead of another worse than Hicks's disaster it was "Lord Kitchener of Khartum," a month or two of banqueting, the Khalifa a wanderer, and a £100,000 Gordon Memorial College Fund.

NOTANDA.

CALENDAR.

FEBRUARY.
Meteorological means based on ten years' observations to 1893.

Barometer	29.818
Thermometer	60.1
Humidity	77
Rainfall	8.58

TO-DAY.	
WEATHER REPORT.	
On date at	On date at
a.m.	p.m.
Barometer	30.25
Thermometer	50
Humidity	61
Rainfall	63

TO-DAY.
Wednesday, 1st February, 1899.
(St. Bridget.)

Chinese—21st of 12th moon of 25th year of Kwang-ru.
High water—Afternoon 0hr. 16min.
and 11hr. 17min.
Low water—Morning 0hr. 12min.
Afternoon 0hr. 0min.

ANNIVERSARIES.
1814—Great eruption of Mayon Volcano in Philippines.
1841—Inhabitants of Hongkong declared British subjects.
1843—Foundation stone of Masonic Hall laid.
1878—Armed attack by Chinese robbers on Ap-Ichew.
1895—Wei-hai-wei ceded captured by the Japanese.
1897—Chinese Imperial Post Office opened.

SHIPPING AND MAIL NEWS.

MAHLS DUE.
English (*Coromandel*) 4th inst.
American (*China*) 5th inst.
Indian (*Pictoria*) 5th inst.
Tasman (*Salsburg*) 6th inst.
German (*Sachsen*) 8th inst.
American (*Doric*) 14th inst.
American (*Nippon Maru*) 22nd inst.

THE P. & O. S. N. Co.'s steamer *Shanghai*, left Bombay for this port yesterday morning, the 31st ultimo.

HONGKONG AND WHAMPOA DOCK RETURNS.
H.G.M.S. *Kater*... at Kowloon Dock.
H.G.M.S. *K. Aya*...
Athenian...
Isle de Cuba...
Isle de Luzon...
Monmouthshire...
Beeddale...
St. Enoch...
Columbia...
Hus...
Empress of India...
D. Juan d'Austria... Cosmopolitan

PASSED THE CANAL.
Outward—Jan. 3rd *Trieste*, *Servia*; Jan. 6th *Glenaryd*, *Silasia*, *Nerite*; Jan. 10th *Menclaus*, *St. Andrews*, *Eolus*; Jan. 13th *Lia*, *Haitching*, *Hansa*, *Huren*; Jan. 17th *Bohlarig*, *Formosa*, *Alayune*, *Suevia*, *Sachsen*; Jan. 20th *Caladonia*, *Koenigsberg*; Jan. 27th *Canton*, *Troll*.
Homeward—Jan. 27th *Ernst Simons*, *Su-matra*, *Marquis Rudolph*, *Priam*.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TANSUI.

THE Company's Steamship

"FORMOSA."

Captain Milroy, will be despatched for the above ports, TO-MORROW, the 2nd instant, at 10 a.m.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 1st February, 1899. [149a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"CHITLI."

Captain Newcomb, will be despatched as above TO-MORROW, the 2nd February, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 31st January, 1899. [147a]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"PATHAN."

will be despatched as above on or about the 2nd February.

S.S. "SIKH".....About 24th Feb., 1899.

S.S. "ARGYL".....11th Mar., 1899.

For Freight or Passage, apply to DODWELL & CO., LIMITED.

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHINGTU."

Captain Moore, will be despatched as above on SATURDAY, the 4th February, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th January, 1899. [104a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"TANTALUS."

Captain Hannah, will be despatched as above on TUESDAY, the 7th February, at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th January, 1899. [129a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI."

Captain Trotter, will be despatched as above on or about the 20th February.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 6th January, 1899. [25a]

FOR NEW YORK (DIRECT).

THE Steamship

"KENMORE."

Captain Ellis, will be despatched for the above port on or about the end of February.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 12th January, 1899. [10a]

To be Let.

TO LET.

SEMI-DETACHED VILLA: RESIDENCES on Bowen Road (now in course of erection).

PROPERTY now occupied by the Bowrington Saw Mills.

FLOORS in STANTON and ELGIN STREETS.

"BAHAR LODGE."

No. 4, RIPLEY TERRACE.

"HARFORD," MAGAZINE GAR. Comfortably furnished.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, 31st January, 1899. [12]

Hotel.

WINDSOR HOTEL.

HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator from Entrance Hall to each floor, in charge of experienced Attendants.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager.

Hongkong, 3rd April, 1895. [11]

Intimations.

NOTICE.

H. E. LADYMAKE will be AT HOME on THURSDAYS, the 2nd and 16th February, from 4 to 6 P.M.
Hongkong, 28th January, 1899. [136a]

THE GREEN ISLAND CEMENT CO., LIMITED.

In accordance with this Company's Articles of Association, Interest at the Rate of 12 PER CENT Per Annum is being charged on all unpaid CALLS.

SHEWAN, TOMES & CO. General Manager.

Hongkong, 20th January, 1899. [101a]

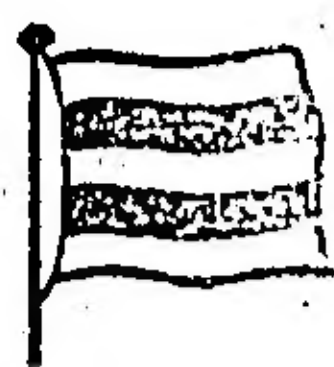
NOTICE.

PROF. WINTERS' magnetic cure for CORNS, WARTS, UNIONS, CHILBLAINS and IN-GROWING NAILS.

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAMAKURA MARU.....	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	TO-MORROW, 2nd Feb., at 4 P.M.
FUTAMI-MARU.....	NAGASAKI, MOJI, KOBE and YOKOHAMA.	Tuesday, 7th February, at 4 P.M.
MIKE MARU.....	KOBE and YOKOHAMA.	Thursday, 16th February, at 4 P.M.
TOKA MARU.....	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	Thursday, 16th February, at 4 P.M.
SAGAMI MARU.....	SHANGHAI, CHEMULPO and NAGASAKI.	Friday, 17th February, at 4 P.M.
KAGOSHIMA MARU.....	SINGAPORE, COLOMBO and BOMBAY.	Tuesday, 21st February, at Noon.
KASUGA MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	Friday, 24th February, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 30th January, 1899.



SETTING UP OF DISTILLERIES

Rice—Corn—Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF
Liquors Factories—Preserves Factories
Laboratories of Druggists—Essences Factories

STEAM KITCHENS

EGROT & ORANGE, rue Mathis, PARIS

Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

MITSUBISHI KAISHA. KUHN & KOMOR.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.

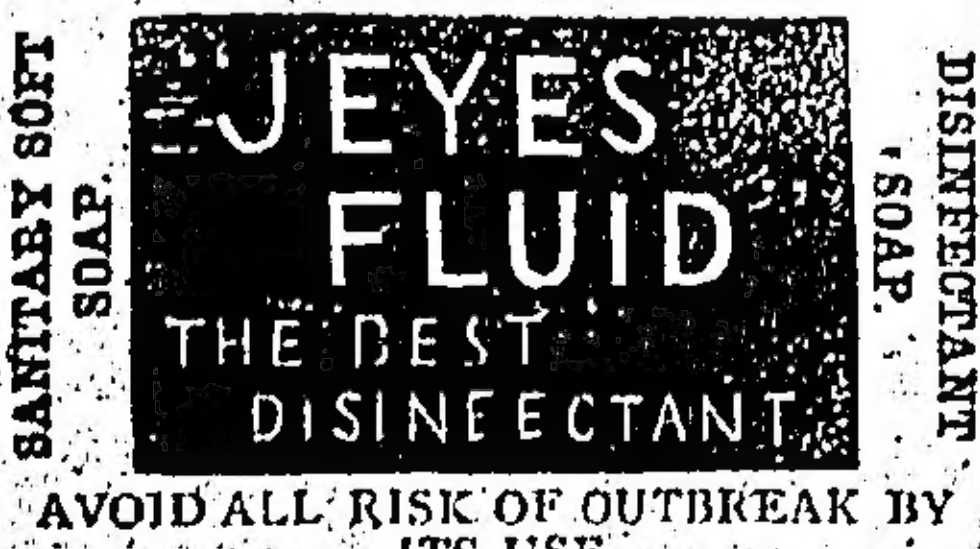
Agents:—

Miki Coal Mines.
Onoda Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kanagatuchi Cotton Spinning Mill, Japan.
The Miki Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.

Hongkong, 11th December, 1896.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.



W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897.

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST.

No. 8, Queen's Road Central.

Hongkong, 4th January, 1899.

F. CAZANOVE,

BO-D-AUX.

GOLD MEDALS

Bordeaux, 1892. Paris, 1899.

LIQUOR

OF THE REVEREND FATHER

A. KERMANN.

This liquor is employed with

success to remove the FOREBOD-
ING OF THE STOMACH and FACILITATE
THE DIGESTION.

TONIC WINE

Of the Rev. Father A. KERMANN

M. K. K. L. A. of Dr. G. G. L.

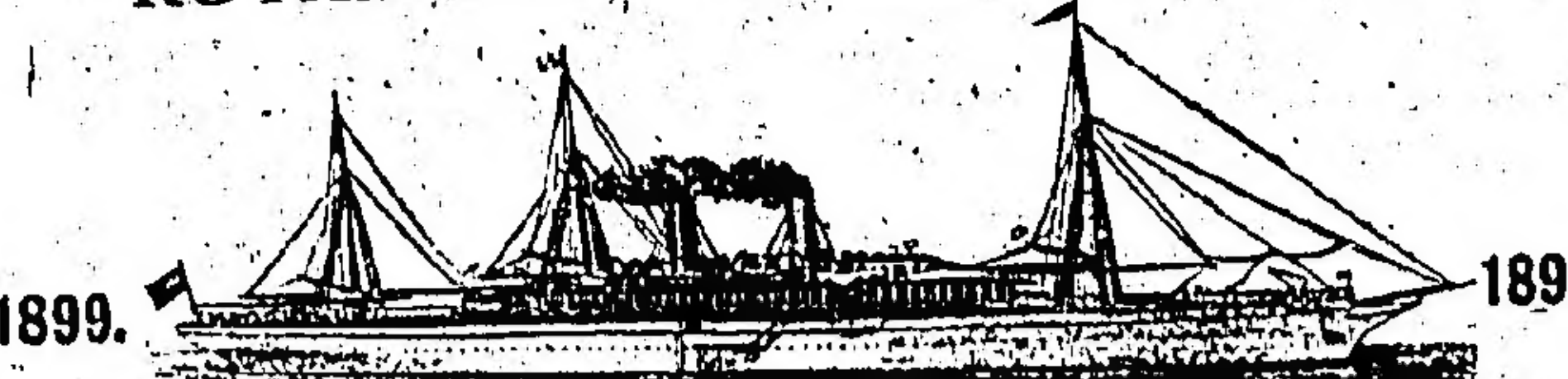
CREME-DE-MANDARINE.

ATHLETIC ASSIETTE SUPERFINE.

Apply to Messrs. DODWELL & Co., LIMITED,
Hongkong.

Agents for LAENDLER & Co., Paris.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th Feb., 1899.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Feb., 1899.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 15th Feb., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Fidlers' Street.

Hongkong, 16th January, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Na-
gasaki, Kobe, Inland Sea, Yokohama &
Honolulu) Tuesday, 7th Feb.,
at Noon.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yokohama & Hono-
lulu) Saturday, 4th March,
at Noon.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yokohama & Hono-
lulu) Thursday, 30th March,
at Noon.

THE Steamship

will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA AND HONO-
LULU, on TUESDAY, the 7th February,
at NOON, taking Freight and Passengers for
Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION
PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway,
to Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th December, 1898.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying Her Majesty's
Mails, will be despatched from this for BOM-
BAY, &c., on SATURDAY, the 4th February,
at Noon, taking Passengers and Cargo for the
above Ports.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to
H. A. KITCHIE,
Superintendent.

Hongkong, 23rd January, 1899.

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FROM VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Victoria... 3,502 J. A. Patton... Feb. 14.

Tacoma... 2,553 J. A. Dixon... Feb. 25.

Glenholt... 3,750 J. McGillivray... Mar. 21.

Olympia... 2,837 J. J. Truebridge... April 1.

Also

FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.

Memmouthshire... 2,874 W. A. Evans... Feb. 18.

Lebanon... 3,077 Williamson... Mar. 11.

Columbia... 2,070 N. Moncur... April 15.

* Calling at HONOLULU and Not calling
SHANGHAI.

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-
bles. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £44.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the Rocky and Cascade Mountains.

THE YELLOWSTONE NATIONAL PARK TOUR.

Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application.

Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 29th January, 1899.

EYE-SIGHT.

MR. N. LAZARUS,

Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
FLETCHER & Co.'s PHARMACY,
(Opposite the HONGKONG HOTEL).

Business Hours: ... 9 a.m. to 5 P.M.

A great proportion of catarrhs and diseases
affecting these advancing in life occur to those
having some deficiency in the construction of
the eyes,—the early years of "Eye Strain"
ending in serious forms of diseases. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.

Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together, any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only in correct cure.

Mr. LAZARUS supplies his SPECTA-
CLES only after testing the sight.

ADVICE FREE.

FOR SAN FRANCISCO.

THE 100 A1 British Bark

"QUEEN MARGARET"

Fraser, Master, shortly expected here, will
load for the above Port, and will have quick
despatch.

For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, 23rd January, 1899.

Mails.

NORTH
GERMAN LLOYD.

(Freight Service.)
(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON,
LIVERPOOL, GLASGOW, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS;
NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-
AMERICA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
D. RICKMERS	HAVRE, HAMBURG/BREMEN.	4th February.	Freight and Passage.
*SARNA	(LONDON with transshipment in HAMBURG)	About 15th February.	Freight and Passage.
Ehlers	HAVRE, HAMBURG/BREMEN.	About 10th March.	Freight and Passage.
SILESIA	(LONDON with transshipment in HAMBURG)	About 20th March.	Freight.
Hehrens	HAVRE, HAMBURG/BREMEN.	About 31st March.	Freight.
SUEVIA	(LONDON with transshipment in HAMBURG)		
Foerck	HAVRE, HAMBURG/BREMEN.		
WITTENBERG	(LONDON with transshipment in HAMBURG)		
Malsen	(LONDON with transshipment in HAMBURG)		

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 30th January, 1899.

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Na-
gasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Thursday, 16th Feb.,
at Noon.

City of Rio de Janeiro
(via Shanghai, Na-
gasaki, Kobe, Inland Sea,
Yokohama and Honolulu) Tuesday, 14th March,
at Noon.

City of Peking (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Saturday, 8th April,
at Noon.

THE U. S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on THURSDAY, the 16th February, at Noon,
taking Passengers and Freight for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States of Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Southern Pacific, Central Pacific, Union
Pacific, DENVER and RIO GRANDE,
and other direct connecting Railways; also the CANADIAN PACIFIC
RAILWAY on payment of £4 in addition to
the regular tariff rate.

Passengers holding Orders FOR OVER-
LAND CITIES in the United States have
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways; and from Chicago
to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Passengers who have paid full fare, re-
embarking at San Francisco for China or Japan
(or vice versa) within one year, will be allowed
a discount of 10 per cent. This allowance does
not apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

Hongkong, 13th January, 1899.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADED, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND-PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRIN-
CIPAL PLACES IN RUSSIA!

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Sachsen... Wednesday 1st March.

Bayern... Wednesday 29th March.